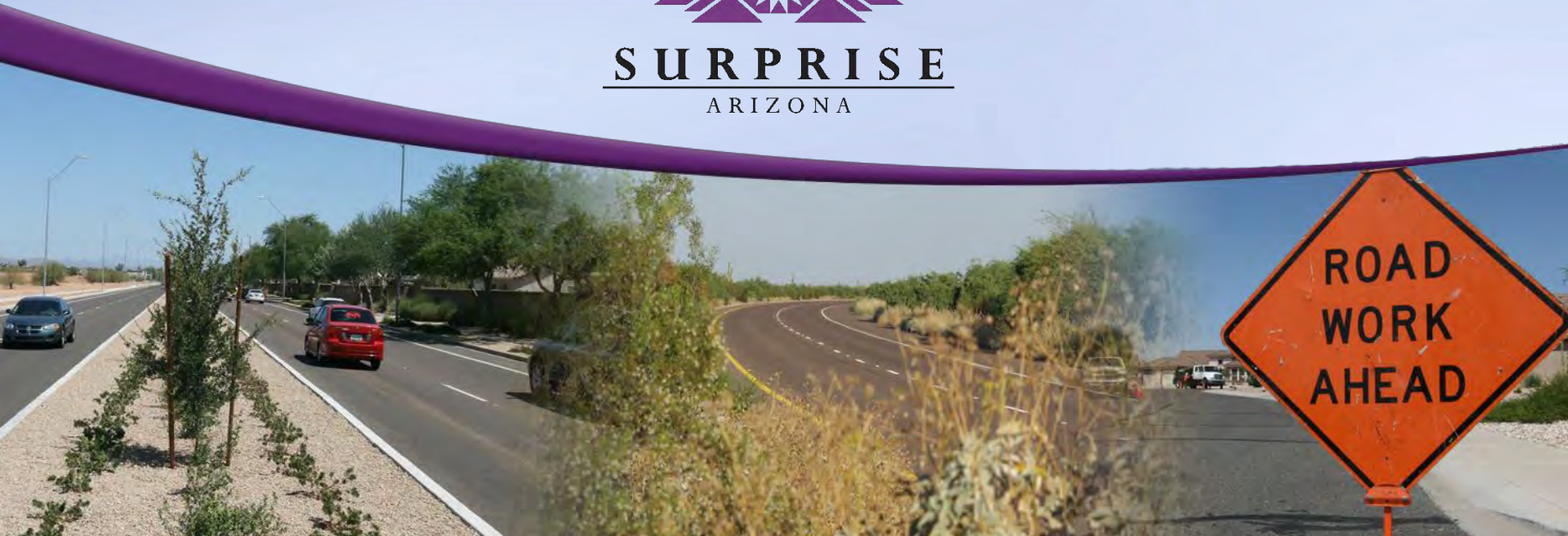


Bullard Avenue Traffic Management and Safety Improvements

Task Force Meeting

October 19, 2015



Purpose, Process, & Payoff



Develop consensus recommendation that balances:
Safety · Efficiency · Quality of Life

Facilitated discussion where:

All views are valued · Everyone works hard to see all sides · Voting is discouraged/Ownership is encouraged · Q&A discussed rigorously · Long term solution proposed

- Recommended configuration will be provided to Safe Routes to School design team
- Task Force will review final design before work begins

Design Alternatives



In addition to 35 mph posted speed limit:

- **TWO LANES** of travel in each direction with 11' lane width; or
- **ONE LANE** of travel in each direction with 15 mph school zones

Potential infrastructure options:

- High intensity Activated crossWalk (*HAWK*) signals allowing protected pedestrian crossings
- Full traffic signals
- Buffered bike lane with clarified right turn lanes
- Miscellaneous other options

Crosswalk with Island



(Pictures courtesy of Michelle Theis)

Signalized Crosswalk with Island



300 feet from Intersection



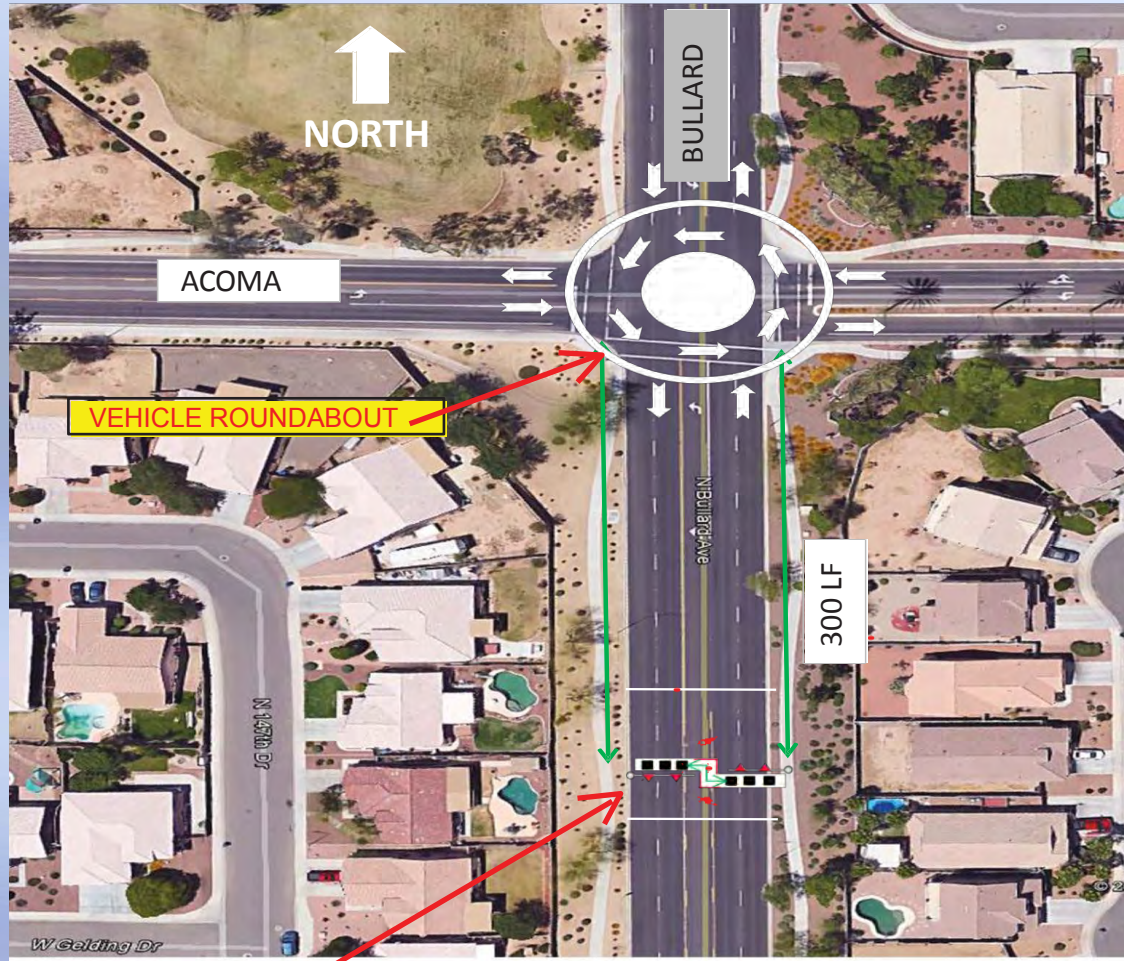
(Pictures courtesy of William Coniam)

Other



(Pictures courtesy of Michelle Theis)

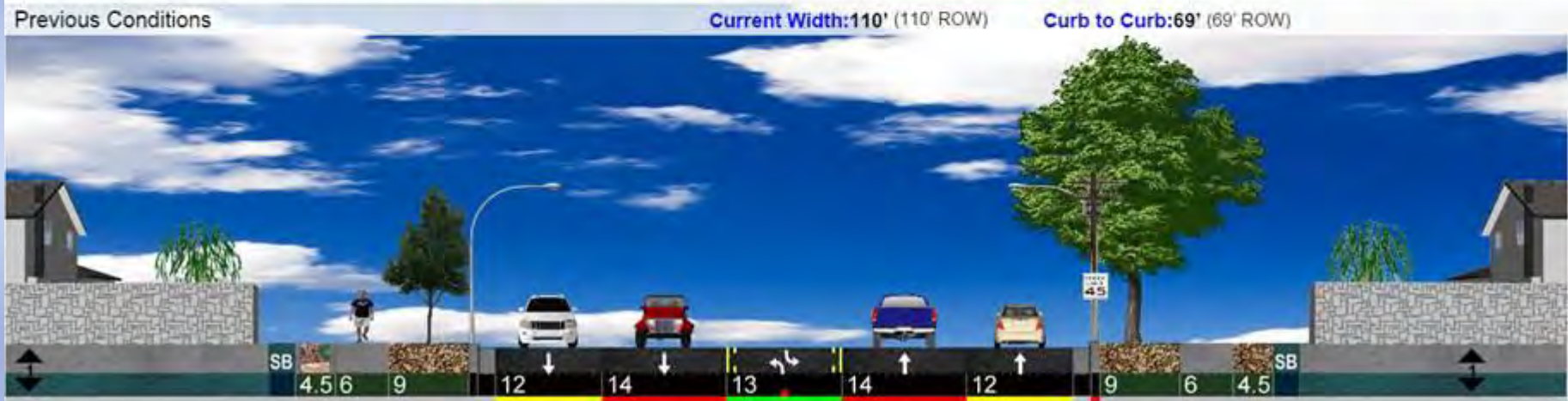
Other



HAWK PEDESTRIAN CROSSING

(Pictures courtesy of John Norton)

Two Lanes (Greenway to Waddell)



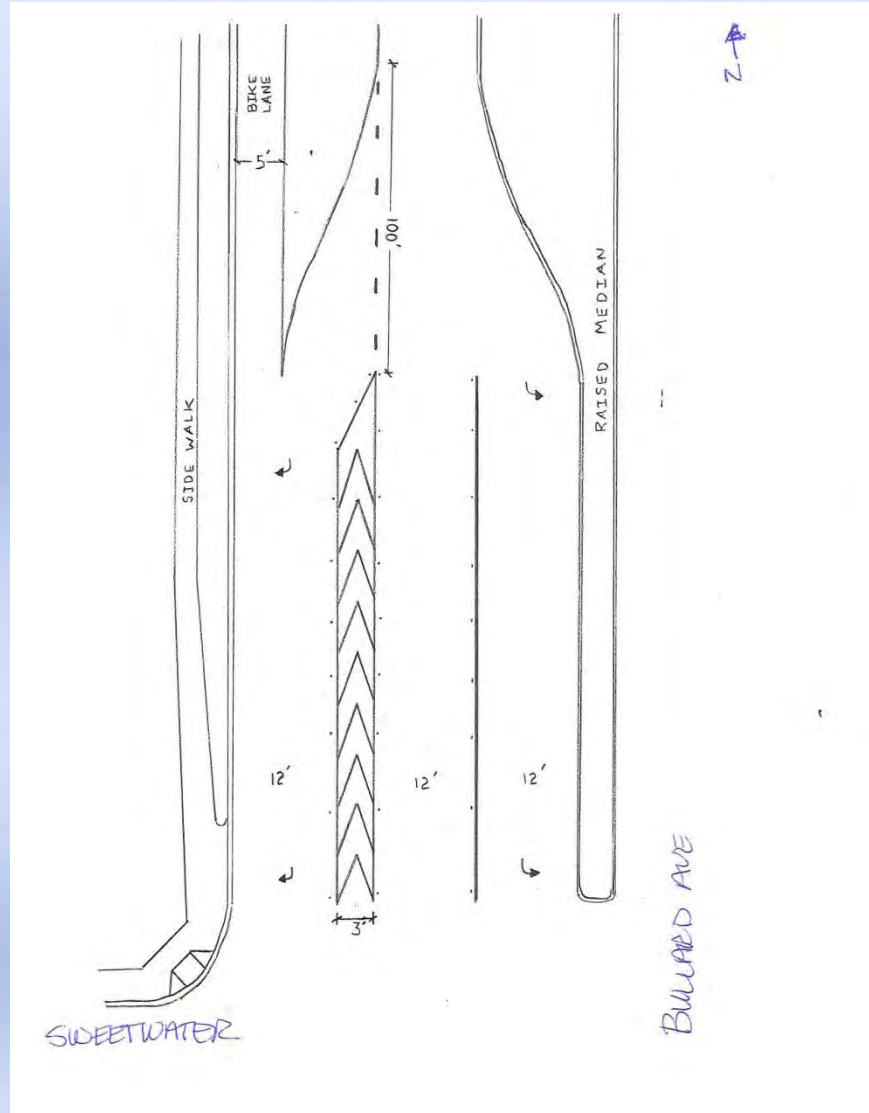
Two Lanes (South of Sweetwater)



One Lane with Buffered Bike Lane

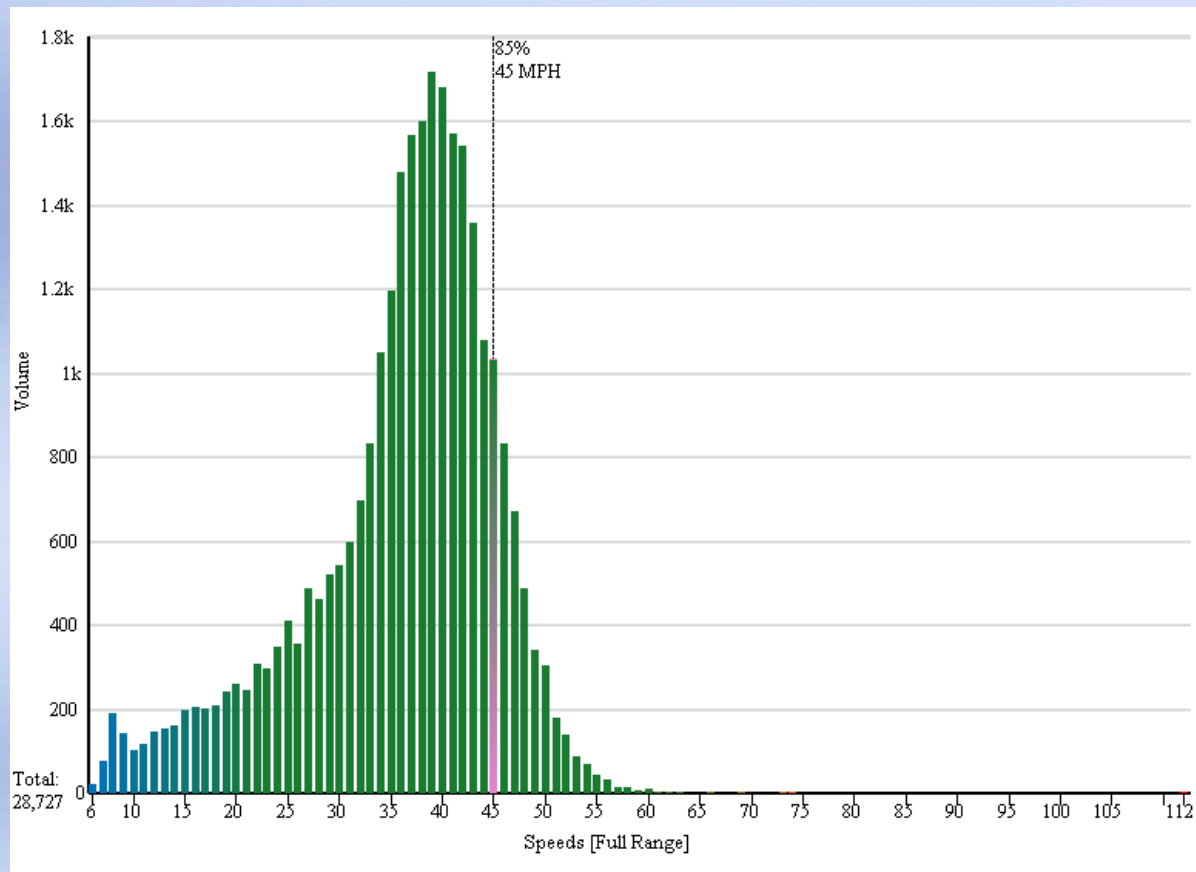


One Lane with Left & Right Turns



Speed Data

Location: Bullard NB @ Acoma Zone:
Highway Travel Direction: N
Dates: 10/2/2015 to 10/6/2015 Speed
Limit: 35 MPH



Data



Speed Statistics (10/2-10/6)			Number Exceeding Limit		
Posted	35 MPH	Speed	35+	45+	55+
# At/Under Limit	10819	#	14626	3173	109
# Over Limit	17908	%	50.91	11.04	0.37
Average Speed	35.96	85% Percentile	45 MPH		

Average Crosswalk Use	AM	PM
Acoma	226	277
Sweetwater	90	116